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Your reference F/24/97711

Date 1 August 2024

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Dear Mr Osmond,

Unit 3, Hedge End Retail Park, Southampton, SO30 4RT

External and internal alterations to the existing Class E units, including revised access and new drive-through lane.

In regard to application F/24/97711, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals, it is requested that additional information is provided as outlined below.

ACCESS:

No change in vehicle access from the highway is proposed, however there are updates to the internal site layout in order to achieve the Drive-Thru layout required. This is acceptable with junctions appropriately spaced, and vehicle tracking drawings demonstrating that adequate space is afforded.

In terms of the pedestrian layout, this has been altered to fit the proposed layout, and is acceptable with linked footways and pedestrian crossing points to the north and west which link into the wider car parking area of the retail park. It would however be requested that an addition 'zebra' crossing is investigated and provided if feasible to the east, linking in with the 'Next' retail development given that movement between the two will undoubtedly take place.

PARKING:

It is noted that there will be a loss of parking in the overall retail park provision, given the updated site layout. The Case Officer may wish to assess this loss to ensure the

Director of Hampshire 2050
Garry Westbrook

EBC Parking Standards are adhered to.

In terms of layout, this has been assessed and is acceptable with adequately sized parking bays and aisle widths to enable easy turning.

There does however appear to be a lack of cycle parking on site, and this should be addressed to ensure those choosing to travel to the site sustainably and utilise the seating can do so accordingly.

SERVICING:

It is proposed that servicing takes place through the dual use of parking spaces to the western edge of the site, and this is acceptable in principle, with information contained in the application pack outlining that staff will cone off the spaces when deliveries are scheduled.

However, it would be requested that a formal Delivery Management Plan is submitted (via condition) to ensure that this takes place, and it is not the reality that delivery vehicles simply park on the roads of the Retail Park, where they may be obstructive both physically and visually.

TRIP RATES:

In terms of trip rates, little information has been provided. It would therefore be requested that an expansion of this detail is submitted so that a full assessment of likely trips to and from the site can be reviewed. This should outline how the trip rates will be fully accommodated within the drive-thru lane, and will not spill out onto the wider Retail Park roads, or indeed the highway.

It may be prudent for the developer to survey sites of similar type and location to gain comparable evidence.

If the updated information can be provided, then a re-assessment of the application can be undertaken accordingly.

Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook